

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 2:11 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 195 Const Calendar Day: 834 Date: 21-Dec-2011 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 07:00 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: 21-Mar-13 Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			
Condition			

Working Day ☒ If no, explain:**Diary:**

Dispute

**Cable Hauling**

Hauling of the first Cable strand was started today.



Tont Costa's crew was working near the Tower saddle for the entire shift.  
CJ Biskner's crew was working along the catwalks, as well as at the Tower saddle when needed.

The following is a summary of the activities near the Tower saddle from today:

- From 07:20 until 07:45, I attended the ABF operation job hazard analysis (JHA) safety discussion near the East end. The safety issues for each item of the work were discussed.
- At 09:00, hauling was underway so I went to the top of the Tower to check that everything appeared to be ready.
- At 10:00, the hauling frame and the strand reached the Tower saddle.
- The weight of the strand was pushing down on the small side rollers, which was causing the side rollers to slip down, and the wires were getting neat to scraping steel.
- The hauling was stopped so they could adjust the side rollers. They were adjusted, and the bolts holding the side rollers were tensioned with an impact gun.
- At 10:10, the hauling was re-started. The strand at the top of the main span was not supported by the top 3 rollers (see attached photo). This was putting extra load on the 1st roller adjacent to the main span, and the rubber coating on the side roller started to wear.
- At 10:20, the rubber coating on the roller adjacent to the main span was worn completely through, and the strand was rolling on the galvanized roller under the rubber sleeve. At this point, they again stopped the hauling.
- ABF Engineer Kevin Smith and Warren Collins discussed how best to proceed, and they decided that it should be fine as long as there is no damage to the strand.
- At 10:25, the hauling was re-started.
- After a little while, the galvanizing on the roller also started to show signs of damage (see attached photo), so the hauling was paused, and they floated the strand with chainfalls and the side roller was replaced. This happened 2 more times during the hauling along the primary haul system. They changed out a total of 3 rollers.
- When the strand would pass by the trouble roller adjacent to the main span, it would catch the tape on the strand. On 5 occasions, the tape securing the strand was broken.
- At 11:45, the hauling frame reached W2, and the crews broke for lunch.
- I walked down the main span catwalk to check for any twist in the strand. There was some minor twist (about 90 degrees) in some parts of the strand. However, the strand did not have any 360 degree rotation. Also, no damage was noticed.
- After lunch, I walked up the side span catwalk to check for any twist or missing tape. The strand had no twist, but the tape was missing at 3 locations. I called Roman to inform him of this since they may want to



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re-tape them prior to entering the west loop.

- They were 2 areas near the Tower saddle where the tape had broken. They re-wrapped these areas with the approved 3m tape prior to the re-start hauling.
- From 12:30 until 13:30, the upper roller on the main span catwalk was raised to help support the strand and relieve some of the stress from the roller on the Tower saddle that was getting damaged (see attached photo).
- From 13:30 until 15:30, the strand was being pulled slowly around the West loop. No additional damage to roller was noticed during this time. During this time, the crew at the Tower saddle was fabricating some brackets for an additional roller to install adjacent to the North main span. This roller was installed at 15:45.
- At 15:45, hauling along the South side of the primary hauling system was started. The newly installed roller appeared to working to help relive the stress on the adjacent roller.
- At 16:40, the hauling frame reached the South side of the Tower saddle. There was some minor difficulty getting the strand near the hauling frame to lay nicely into the rollers. The hauling was stopped, and the rollers were adjusted slightly.
- At 16:50, the hauling was re-started. Soon after the re-start of hauling, the roller on the South side of the Tower saddle (adjacent to the side span) showed signs of damage. The rubber sleeve wore off completely.
- At this point, ABF Superintendent Dave Meche decided to stop the operation for the day.
- The location of the hauling frame at the end of the shift was on the South main span, about 15m east of the Tower saddle.

Note: there was one instance noticed where an iron-worker was using a metal tool to pry on the strand. He was told to stop, and I did not notice any damage to the area where the metal tool was used. I mentioned this to ABF Engineers Adam Roebuck and Andre Markarian so that they could stress the importance of not using metal tools on the strand to the iron-workers.

The Cable group (Warren, Roman, Jim, Victor, and I) met on the deck after the end of the shift to go over the operations of the day, and discuss any issues.

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Other work near the Tower saddle:

- 2 welders were adding bracing to some of the handrails.
- 3 laborers were building stairs between the new work platform West of the Tower saddle and the side span catwalks.

**04-0120F4 Bid Item: 067 C-PWS-001.067 Install & Adjust PWS 1-5**

AMERICAN BRIDGE/FLUOR, A JV

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	RICHARD CHOUINARD	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	JNM	HOWARD SCHROYER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Semi-Skilled Laborer	APP	VICTOR HERNANDEZ	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	EARL CLAYBORN	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	ERIC SPARKS	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	PAUL FAMBRINI	8.00	0.00	0.00	8.00		<input type="checkbox"/>



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Ironworker	APP	JOSE TORRES	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Semi-Skilled Laborer	FOR	RIGOBERTO CAMPOS	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Semi-Skilled Laborer	JNM	CARLOS GARCIA	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Ironworker	FOR	CHRISTOPHER BISKNER	8.00	2.00	0.00	10.00	<input type="checkbox"/>

### Attachment



Modified condition (after raising top roller) of strand support at the top of the North main span catwalk



Damaged roller



Installing additional roller on Tower saddle adjacent to North main span catwalk



Initial condition of strand support at the top of the North main span catwalk